

524 CMR: BOARD OF ELEVATOR REGULATIONS

524 CMR 3.00: ELEVATOR, ESCALATOR, DUMBWAITERS AND MOVING WALKS: DEFINITIONS

In 524 CMR 3.00 the following terms shall have the meanings respectively assigned to them. They are not intended, however, as a complete glossary of terms used in connection with elevator installations.

Alteration. Any change to equipment, including its parts, components, and/or subsystems, other than maintenance, repair, or replacement.

Annunciator: Elevator Car. An elevator car annunciator is an electrical device in the car which indicates the landings at which hall buttons have been pressed.

Bank. A group of elevators sharing the same hoistway or machine room and grouped in series and/or operated by the same dispatching system.

Buffer. A buffer is a device to absorb the impact of the car or counterweight at the extreme limits of travel.

Capacity. The capacity of an elevator is the load which the elevator is designed and equipped to adequately handle as determined by 524 CMR 17.15.

Car Door or Gate. A car door or gate is the door or gate attached to the elevator car which closes the opening regularly used for entrance and exit.

Car Door or Gate Electric Contact. A car door or gate electric contact is a device which opens the operating circuit, or an auxiliary circuit, when the car door or gate is open beyond the closed position and thus prevents operation of the elevator car by the operating devices.

Car, Elevator. An elevator car is the load-carrying unit, including its platform, car frame and enclosure.

Car Enclosure. The car enclosure or cab of an elevator is the enclosure consisting of walls and the top or cover built upon the platform.

Car Frame or Car Sling. A car frame or car sling is the supporting frame to which the car platform upper and lower sets of guide shoes and the hoisting ropes are attached.

Car Platform. The car platform is the structure which forms the floor of the car and which directly supports the load.

Clearance, Bottom Car. Bottom clearance of the elevator car is the clear vertical distance between the underside of the car platform or between the underside of any equipment attached thereto, exclusive of the car frame channels, car safety blocks, guide shoes and any aprons or guards attached to the car sill, and the pit floor when the car rests on the fully compressed buffer.

Clearance, Bottom Counterweight. The bottom clearance of the counter-weight is the vertical distance between the counterweight buffer and its striker plate when the car is level with the top terminal landing.

Clearance, Top Car. Top clearance of the elevator car is the distance the car floor can travel above the level of the upper terminal landing without any part of the car or devices attached thereto coming in contact with the overhead structure.

Clearance, Top Counterweight. Top clearance of the elevator counterweight is the shortest vertical distance between any part of the counterweight structure and the nearest part of the overhead structure or any other obstruction when the car floor is level with the lower terminal landing.

Contract Load. Contract load is the rated capacity in pounds specified in the contract for the purchase of the elevator and in the application for the permit.

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Contract Speed. Contract speed is the speed in feet per minute, specified in the purchase contract or the application for the permit, to be attained by the elevator in the up direction with contract load in the car.

Control. The control of an elevator is a system of regulation by which the starting, stopping, direction of motion, acceleration, speed, and retardation of an elevator are governed.

Generator-field. Generator-field control is a system in which control is primarily accomplished by the use of an individual generator for each elevator, in which the voltage applied to the hoisting motor is adjusted by varying the strength and direction of the generator-field.

Multi-voltage. Multi-voltage control is a system in which control is accomplished primarily by impressing successively on the armature of the hoisting motor a number of substantially fixed voltages such as may be obtained from multi-commutator generators common to a group of elevators.

Rheostatic. Rheostatic control is a system in which control is accomplished primarily by varying resistance or reactance in the armature or field circuit of the hoisting motor.

Two-speed Alternating Current. Two-speed, alternating current elevator control is a control for a two-speed induction elevator motor which is arranged to run at two different, practically constant speeds, by connecting the motor winding so as to obtain different numbers of poles.

Variable Voltage. (Same as Generator-field control.)

Controller, Electric Elevator. An electric elevator controller is a device, or a group of devices, which serves to govern, in some predetermined manner, the electric power delivered to the apparatus to which it is connected.

Decommissioned Equipment. An installation whose power feeds have been disconnected from the mainline disconnect switch and with the provisions of 524 CMR 11.00.

Discharge Tank. A discharge tank used to emit fluid at an adequate flow exclusive of external pressure

Dispatching Device, Automatic. An automatic dispatching device is a device whose principal function is to automatically operate a signal in the car to indicate when the car should leave the terminal.

Door Closer. A door closer is a device, operated by gravity or other means, which will automatically close a door when released by the operator or by suitable automatic means.

Door or Gate Device, Power-operated. A power-operated door or gate device is a device or assemblage of devices, the purpose of which is to open or close the hoistway door or car door or gate by power other than by hand, gravity, springs or the movement of the car.

Door Operator, Elevator Electric. An elevator electric door operator is an electric device for operating the hoistway or car doors, or both.

Dumb-waiter. A dumb-waiter is a hoisting and lowering mechanism equipped with a car which moves in guides in a substantially vertical direction; the floor area of which does not exceed nine square feet, whose total internal car height whether or not provided with fixed or removable shelves does not exceed four feet; the capacity of which does not exceed 500 lbs. and which is used exclusively to transport material in a substantially vertical direction.

Dumb-waiter, Electric. An electric dumb-waiter is one in which the motion of the car is obtained through an electric motor directly applied to the dumb-waiter machinery.

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Elevator. An elevator is a hoisting and lowering mechanism for the transportation of persons or materials, which is equipped with a car or solid level platform moving in guides at an angle of 30° or less from the vertical, which serves two or more fixed landings (including balconies and mezzanines) on the inside or outside of a building or structure, and which shall be enclosed and equipped as required.

Automatic Push Button Electric. An electric automatic push button elevator is one that is started by means of momentary pressure of push buttons at the landings with or without push buttons in the car, and whose landing stops are automatic.

Construction Temporary. An elevator erected for temporary use, built-in or adjoining a building under construction or alteration.

Continuous Pressure. A continuous-pressure electric elevator is one operated by means of push buttons or switches at the landings with or without push buttons in the car which requires a button or switch to be held manually in contact to keep the car in motion.

Electric. An electric elevator is one in which the motion of the car is obtained through an electric motor directly applied to the elevator machinery.

Alternating Current. An alternating current elevator is an electric elevator equipped with an alternating current motor directly applied to the elevator machinery.

Electro-hydraulic. An electro-hydraulic elevator is one in which the lifting of the car is obtained by means of an electric motor driving a pump which pumps liquid directly into the cylinder.

Freight. A freight elevator is an elevator used primarily for carrying freight.

Gravity. A gravity elevator is an elevator in which gravity is the source of power.

Hand. A hand elevator is an elevator driven by manual power.

Hydraulic. A hydraulic elevator is an elevator in which the motion of the car is obtained from liquid under pressure.

Passenger. A passenger elevator is an elevator that is used to carry persons other than the operator and persons necessary for loading and unloading.

Plunger. A plunger elevator is a hydraulic elevator having a ram or plunger directly attached to the under side of the car platform.

Power. A power elevator is an elevator in which the motion of the car is obtained through the application of energy other than by hand or gravity.

Private Residence. A private residence elevator is a passenger elevator serving only a single family, installed in a residential building, and having a contract load not in excess of 700 lbs., and a contract speed not in excess of 50 feet per minute.

Rope Geared Hydraulic. A rope geared hydraulic elevator is one in which the motion of the car is obtained by multiplying the travel of a piston or ram by a system of sheaves over which the hoisting ropes operate.

Self-service. A self-service elevator is one that is started by means of momentary pressure of push buttons at the landings, with or without push buttons in the car, and whose landing stops are automatic. An elevator shall not be deemed to be self-service if an operator has been permanently or regularly assigned to its operation.

Sidewalk. A sidewalk elevator is an elevator the upper hatch opening of which is located either partially or wholly outside the building and which has no opening into the building at its upper terminal landing.

Signal Operation. *See* Operation. Signal

Elevator Contractor. A person or business entity who engages in the construction, installation, alteration, modification, maintenance, servicing, and/or repair of elevators as defined by M.G.L. c. 143, § 71E.

Emergency or Standby Power. A power supply provided from any source other than the normal power supply to operate an elevator in the event of the failure of the normal power supply.

Emergency Release. An emergency release is a device the purpose of which is to make inoperative door or gate electric contacts or door interlocks in case of emergency.

Emergency Stop Switch. A device located as required and readily accessible for operation, which when manually operated, causes the electric power to be removed from the driving-machine motor and brake of an electric elevator; or from the electrically operated valves and pump motor of hydraulic elevator; or of a dumbwaiter; or a material lift.

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Escalator. A moving stairway.

Existing Installation. An existing installation is an elevator or moving stairway, for which a permit was issued for its erection or material change before the issuance of current regulation.

F.P.M. Abbreviation for Feet Per Minute.

Fire Resistive Construction. A method of construction which prevents or retards the passage of hot gases or flames, as defined by fire-resistive rating.

Fire Resistive Rating. The measured time in hours or fractions thereof that the material or construction will withstand fire exposure as determined by the fire tests conducted in conformity to recognized standards.

Fireman Service.

- (a) Phase 1, Recall of elevator(s) to an exit floor when smoke is detected in a building or when activated by fire department personnel.
- (b) Phase 2, Operation of elevator(s) by fire department personnel during a fire emergency.

Governor. A device that together with the governor rope is designed to set the car safety or counterweight safety at a pre-determined rate of overspeed.

Hoistway. A hoistway is any opening or series of vertical openings in one or more floors of a building through which one elevator or dumb-waiter operates.

Door or Gate. A hoistway door or gate is the hinged or sliding portion of the hoistway enclosure which closes the opening giving access to the elevator or dumb-waiter car at any landing.

Door or Gate, Bi-parting. A bi-parting door or gate is a vertical slide, horizontal slide, or swing door or gate consisting of two or more sections so arranged that the sections, or pairs of sections, open away from each other, and so interconnected that both sections operate simultaneously.

Door or Gate Electric Contact. A device the purpose of which is to open the operating circuit, or an auxiliary circuit, unless the hoistway door or gate at which the car is standing is in the closed position, and thus prevent the operation of the elevator by the operating devices in a direction to move the car away from the landing.

Door or Gate, Full Automatic. A full automatic door or gate is a vertically-moving door or gate which is opened directly by the motion of the elevator car approaching any landing and closed by gravity as the car leaves any landing.

Door or Gate, Manually Operated. A manually operated door or gate is a door or gate which is opened and closed by hand.

Door or Gate, Power-operated. A power-operated door or gate is a door or gate which is opened or closed by power other than by hand, gravity, springs, or the movement of the car, and is further defined as follows:

Power-closed Door or Gate. A power-closed door or gate is a door or gate which is manually opened and is closed by power other than by hand, gravity, springs, or the movement of the car.

Power-opened, Self-closing Door or Gate A power-opened self-closing door or gate is a door or gate which is opened by power other than by hand, gravity, springs, or the movement of the car, and is closed by energy stored during the opening operation.

Power-operated Door or Gate, Automatically Opened. A power-operated door or gate, automatically opened, is a door or gate which is opened other than by hand, gravity, springs, or the movement of the car, the opening of the door being initiated by the arrival of the car at or near the landing. The closing of such door or gate may be under the control of the elevator operator or may be automatic.

Power-operated Door or Gate Manually Controlled. A power-operated door or gate, manually controlled, is a door or gate which is opened by power other than by hand, gravity, springs, or the movement of the car, the door movement in each direction being controlled by the operator.

Self-closing Door or Gate. A self-closing door or gate is a door or gate which is opened manually and closes when released.

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Door Interlock. A hoistway door interlock is a device, the purpose of which is:

(a) To prevent the operation of the elevator machine by the operating devices in a direction to move the car away from a landing unless the hoistway door at that landing at which the which the car is stopping or is at rest is locked in the closed position.

(b) To prevent the opening of the hoistway door from the landing side; unless the car is at rest within the landing zone, or is coasting through the landing zone with its operating device in the stop position.

Elevator or Dumb-waiter. A shaftway for the travel of one or more elevators or dumb-waiters. It includes the pit and terminates at the underside of the overhead machinery space floor or grating, or at the underside of the roof where the hoistway does not penetrate the roof.

Enclosures. The fixed structure consisting of vertical walls or partitions which isolates the hoistway from all other parts of the building or from an adjacent hoistway and in which the hoistway doors and door assemblies are installed.

Inching Device. An inching device is a set of "up" and "down" continuous-pressure buttons located on the car arranged to permit the manual operation of the car when within the inching zone toward the landing level where the landing doors, or gates, or the car doors or gates, are not in the locked or closed position.

Inching Zone. A car is considered as being within the inching zone when the car is eight inches below any landing, or eight inches above any landing.

NOTE: Where controlled by the operator by means of up-down continuous pressure switches in the car, this device is known as an "inching" device. Where used with a hydraulic elevator to correct automatically a change in the car level by leakage in the hydraulic system, this device is known as an "anti-creep" device.

Multiple. A hoistway for more than one elevator or dumbwaiter.

Single. A hoistway for a single elevator or dumb-waiter

Unit System is an interlock system which, in addition to fulfilling the requirements given under the definition of interlock, will also prevent the operation of the car by the operating devices unless all hoistway doors are locked in the closed position.

In Car Stop Switch. A device located in the car and accessible for operation by elevator personnel only, which when manually operated causes the electric power to be removed from the driving-machine and brake of an electric elevator or from the electrically operated valves and pump motor of a hydraulic elevator.

Landing, Elevator. An elevator landing is that portion of a floor, balcony, or platform used to receive and discharge passengers or freight.

Landing Zone. A zone extending from a point 18 inches below an elevator or material lift landing to a point 18 inches above the landing.

Leveling Device. A car-leveling device is any mechanism or control which will automatically move the car within a limited zone toward, and stop the car, at the landing.

Machine, Elevator. An elevator machine is the machinery and its equipment used in raising and lowering the elevator car or platform, and is further defined as follows:

Chain-driven. A chain-driven elevator machine is an elevator machine connected to a reversible motor, engine, or turbine by a chain.

Direct-drive. A direct-drive machine is one in which the driving motor is connected directly to the driving sheave or drum with or without intermediate mechanism or gears.

Single-belted. A single-belted elevator machine is an elevator machine connected to a reversible motor, engine or turbine by a belt.

Double Belted. A double-belted elevator machine is an elevator connected to a non-reversible prime mover by two belts through which the direction of motion is changed.

Spur-gearred. A spur-gearred machine is one in which power is transmitted to the driving sheaves or drum through spur gearing.

Traction. A traction machine is an elevator machine in which the motion of the car is obtained through friction between the hoisting ropes and the traction sheave.

Geared-traction. A geared-traction machine is a traction machine which employs gearing between the electric motor and the traction sheave.

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Gearless-traction. A gearless-traction machine is a traction machine which has the traction sheave and the brake drum mounted directly on the electric motor shaft.

Winding-drum. A winding-drum machine is an elevator machine in which the ropes are fastened to and wind on a drum.

Worm-gear. A worm-gear machine is one in which the power is transmitted to the driving sheaves or drum through worm gearing.

Maintenance. A process of routine examination, lubrication, cleaning and adjustment of parts, components, and/or subsystems for the purpose of ensuring performance in accordance with the applicable Code requirements. (See also Repair and Replacement.)

Material Change. The following shall be considered material changes:

- (a) if the speed of an existing elevator is increased;
- (b) if the capacity of an existing elevator is increased;
- (c) if the travel of an existing elevator is extended;
- (d) if the machine room of an existing elevator is relocated;
- (e) if the classification of an elevator is changed from freight to passenger.

Moving Stairway. A moving stairway is a moving inclined continuous stairway or runway used for raising or lowering persons.

New Installation. A new installation is one for which application for approval of plans or a permit for construction is filed to be made under the provisions of 524 CMR 35.00, or for an installation which is re-located, or which is materially changed.

Non-stop Switch, Elevator. A non-stop switch is a switch which when thrown will prevent the elevator from making hall stops and will automatically transfer these hall stop signals to the next car following, or, where no other car is provided, hold the floor stop calls registered until the elevator answers them.

Oil Buffer Stroke. The stroke of an oil buffer is the oil-displacing movement of the buffer plunger or piston, and does not include the travel of the buffer plunger accelerating device.

Operating Devices. The operating device is the car switch push button, or other device employed to enable the operator to actuate the controller.

Operation. Operation is the method of actuating the controller by the operating devices.

Automatic Operation wherein the starting of the elevator is effected in response to the momentary actuation of the operating devices at the landing, and/or of operating devices in the car identified with the landings, and/or in response to an automatic starting mechanism, and wherein the car is stopped automatically at the landings.

Non-selective Collective Automatic. Non-selective collective automatic operation is automatic operation by means of one button in the car for each landing level served and one button at each landing, wherein all stops registered by the momentary pressure of landing or car buttons are made irrespective of the number of buttons pressed or of the sequence in which the buttons are pressed. With this type of operation the car stops at all landings for which buttons have been pressed, making the stops in the order in which the landings are reached after the buttons have been pressed but irrespective of its direction of travel.

Selective Collective Automatic. Selective collective automatic operation is automatic operation by means of one button in the car for each landing level served and by "up" and "down" buttons at the landings, wherein all stops registered by the momentary pressure of the car buttons are made as defined under non-selective collective automatic operation, but wherein the stops registered by the momentary pressure of the landing buttons are made in the order in which the landings are reached in each direction of travel after the buttons have been pressed. With this type of operation, all "up" landing calls are answered when the car is traveling in the "up" direction and all "down" landing calls are answered when the car is traveling in the "down" direction, except in the case of the uppermost or lowermost calls, which are answered as soon as they are reached, irrespective of the direction of travel of the car.

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Single Automatic. Single automatic operation is automatic operation by means of one button in the car for each landing level served and one button on each landing, so arranged that if any car or landing button has been pressed the pressure of any other car or landing operating button will have no effect on the operation of the car until the response to the first button has been completed.

Car-switch. Car-switch operation is operation wherein the starting, direction of motion, and the stopping of the car are directly and solely under the control of the operator by means of a self-centering switch or by constant pressure buttons in the car.

Car-switch Automatic Floor-stop. Car-switch automatic floor-stop operation is operation in which the stop is initiated by the operator from within the car with a definite reference to the landing at which it is desired to stop, after which the slowing down and stopping of the elevator is automatically effected.

Continuous Pressure. Continuous pressure operation is operation by means of push buttons or switches at landings with or without buttons in the car; any one of which may be used to control a movement of the car so long as the button or switch is manually held in the operating position.

Dual. Dual operation is a system of operation whereby the controller of an automatic operation elevator is arranged so that on the throwing of a transfer switch the starting of the car is solely under the control of an operator in the car. Landing stops may be either automatic or under the control of the operator.

Pre-register. Pre-register operation is operation in which signals to stop are registered in advance by buttons in the car and at the landings. At the proper point in the car travel the operator in the car is notified by a signal, visual, audible, or otherwise, to initiate the stop, after which the landing stop is automatic.

Signal. Signal operation is operation by means of single buttons or switches, or both, in the car, and up or down direction buttons, or both, at the landings, by which predetermined landing stops may be set up or registered for an elevator or for a group of elevators. The stops set up by the momentary pressure of the car buttons are made automatically in succession as the car reaches these landings, irrespective of its direction of travel or the sequence in which the buttons are pressed. The stops set up by the momentary pressure of the up and down buttons at the landing are made automatically by the first available car in the group approaching the landing in the corresponding direction, irrespective of the sequence in which the buttons are pressed. With this type of operation, the car can be started only by means of a starting switch or button in the car.

Out of Service Equipment. All elevators, dumbwaiters, or material lifts, electric or hydraulic, placed out of service for a period of less than one year, shall comply with the provisions of 524 CMR 11.00.

Overhead Structure. The overhead structure is all the structure and platforms which support the elevator equipment at the top of the hoistway.

Overtravel, Bottom. Bottom overtravel of the elevator car is the distance the car floor can travel below the level of the lower terminal landing until the weight of the fully loaded car rests on the buffers, and includes the resulting buffer compression. Bottom overtravel of the counterweight is the distance the counterweight can travel below its position when the car platform is level with the upper terminal landing until the full weight of the counterweight rests on the buffers, and includes the resulting buffer compression.

Overtravel, Top. Top overtravel of the elevator car is the distance the car floor can travel above the level of the upper terminal landing until the counterweight buffer is fully compressed.

Panelboard. A single panel or a group of panel units designed for assembly in the form of a single panel; including buses, and with or without switches and/or automatic overcurrent protective devices for the control of light, heat or power circuits of small individual as well as aggregate capacity; designed to be placed in a cabinet or cutout box placed in or against a wall or partition and accessible only from the front. (See Switchboard.)

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Position Indicator. A position indicator is a device which indicates the position of the elevator car in the hoistway. It is called a hall position indicator when placed in the hall or a car position indicator when placed in the car.

Potential Switch, Elevator. An elevator potential switch is a magnetic-type switch which disconnects the power from the elevator apparatus when the supply voltage fails or decreases below a definite value and which is usually opened by various electrical safety devices.

Pressure Tank. A pressure Tank where the fluid pressure is obtained by electrical or mechanical force by admitting steam, air or other gas, to the tank.

Rated Load. The load at which the elevator, dumbwaiter, escalator or private residence inclined lift is designed and installed to lift at the rated speed.

Rated Speed The speed at which the elevator, dumbwaiter, escalator or private residence inclined lift is designed to operate under the following conditions:

- (a) Elevator or Dumbwaiter - The speed in the up direction with rated load in the car.
- (b) Escalators, Private Residence Inclined Power and Passenger Lifts, Stairway Inclined Lifts, or Chair Devices - The rate of travel of the steps or carriage, measured along the angle of inclination, with rated load on the steps or carriage. In the case of a reversible escalator, the rated speed shall be the rate of travel of the steps in the up direction, measured along the angle of inclination, with rated load on the steps.

Repair. Reconditioning or renewal of parts, components and/or subsystems necessary to keep equipment in compliance with applicable Code requirements. (*See also Maintenance and Replacement.*)

Replacement. The substitution of a device or component and/or subsystems, in the entirety with a unit that is basically the same as the original for the performance in compliance with applicable Code requirements. (*See also Replacement and Maintenance.*)

Runby, Top. The top runby of the elevator car is the distance the car floor can travel above the level of the upper terminal landing until the counterweight strikes the counterweight buffer.

Safety Bulkhead. A closure at the bottom of the cylinder located above the cylinder head and provided with an orifice for controlling the loss of fluid in the event of cylinder head failure.

Safety, Car or Counterweight. A car or counterweight safety is a mechanical device attached to the car or counterweight frame to stop and hold the car or counterweight in case of predetermined overspeed, free fall, or through slackening of the ropes.

Safety Plank. A safety plank is the lower structural member of the car frame which supports the car platform and includes the car safety, its actuating mechanism and the lower set of guide shoes.

Shutdown Device, Elevator Automatic. An elevator automatic shutdown device is one that automatically disconnects the elevator apparatus, usually the motor-generator set, after the elevator has remained stopped for a definite time interval, which time interval may be adjustable.

Signal Button, Elevator Hall. An elevator hall signal button is a push button placed in the elevator hallways, by momentary pressure of which a stop signal is registered in the car.

Signal Device, Elevator Car Flash. An elevator car flash signal device is one providing a signal light in the car, which is illuminated when approaching the landings at which hall buttons have been pressed.

Signal System, Elevator Separate. An elevator separate signal system is one providing push buttons in the hallways, which, when momentarily pressed by a person desiring elevator service, indicate in the car where the operator is to stop, by illuminating a flash signal or operating an annunciator.

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Signal Transfer Device, Elevator Automatic. An elevator automatic signal transfer device is one used with manually operated elevators, by means of which the signal is automatically transferred to the next car following, in case a car passes a set signal without making a stop.

Signal Transfer Switch. A signal transfer switch is a switch in the car which may be thrown by the operator when the car is filled or when, for some other reason, it is desirable to pass a signal, and which thereby transfers the signal to the next car approaching in the same direction.

Slack-rope Switch, Elevator. An elevator slack-rope switch is a device for automatically cutting off the power in case the hoisting ropes become slack.

Starter's Panel, Elevator. An elevator starter's panel is an assembly of devices by means of which the starter is kept informed of the condition of the elevator service. This panel is generally located in the elevator hallway on the main entrance level.

Stroke of Oil Buffer. *See Oil Buffer Stroke.*

Switchboard. A large single panel, frame or assembly of panels, on which are mounted, on the face or back, or both, switches, overcurrent and other protective devices, buses and usually instruments. Switchboards are generally accessible from the rear as well as from the front and are not intended to be installed in cabinets. (*See Panelboard.*)

Terminal Stopping Device, Final. A final terminal stopping device is an automatic device for stopping the car and counterweight from contract speed, within the top clearance and bottom overtravel, independently of the operation of the normal terminal stopping device and the operating device.

Terminal Stopping Device, Normal. A normal terminal stopping device is an automatic device for stopping the elevator car at or near the terminal landings, independently of the operation of the operating device and the final terminal stopping devices.

Travel. The travel, or rise, of an elevator or dumb-waiter is the vertical distance between the bottom terminal landing and the top terminal landing.

Traveling Cable. An electric traveling cable is a cable made up of electric conductors, which provides electrical connection between the car and the stationary apparatus.

Undercounter Dumbwaiter. One which has the terminal landing located beneath a counter and which serves only this landing and the bottom terminal landing.

Valve, Overspeed. A device installed in the pressure piping of a hydraulic elevator, between the hydraulic machine and the hydraulic jack, which restricts and ceases oil flow from the hydraulic jack through the pressure piping when such flow exceeds a preset value. This device is also known as a rupture valve or safety valve.

Waiting Passenger Indicator. A waiting passenger indicator is an indicator which shows, for a single elevator or a group of elevators, where and for which direction hall buttons have been pressed and also indicates when these calls have been answered. This indicator is usually located at the main lobby floor where it may be seen by the starter.

Working Pressure. The pressure measured at the cylinder of a hydraulic elevator when lifting the car and its rated load at rated speed.

REGULATORY AUTHORITY

524 CMR 3.00: M.G.L. c. 143, § 69.

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